DAKOTA FLYER, 2nd ANNIVERSARY
Inside Your Aviation Magazine
BY Word and Picture, The Dakota Flyer Brings Its Readers a Most Interesting Monthly AVIATION MAGAZINE

Voice of Dakota Aviation

GARRISON DAM, RIVERDALE, N. D. FROM THE AIR

Photo by Leo D. Harris
Grafton Aero Service, Inc.
Flight Instruction and Carter Service
CESSNA SALES AND SERVICE
Ray Koehnstedt, Operator
Municipal Airport - - Grafton, N. Dak.

Lake Region Flying Service, Inc.
Invites You to Call at
BELL AIRPORT -- DEVILS LAKE, N. D.
OR
ROLLA MUNICIPAL, ROLLA, N. D.
When Visiting the Dakotas
We Guarantee Courteous, Dependable Service
CAA Approved Flight School, No. 8974
Offering: Flight Training In Private, Commercial Instructors Courses
Dependable Shop Service Available
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Dealers for Sevvy-Verroon Aerial Lightplane Sprayer
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When Landing at Hector Airport Call a

KONEN CAB
IN FARGO
SAFETY - ALL NEW CARS - COMFORT
Insured Cabs Parcel Delivery
CALL 7357
405 N. Fifth St. Nick Koenen, Prop.

When in Rapid City You Will Always Find a

WELCOME
- -- at --
Superior Airways, Inc.
1 1/2 Miles East of City on
U.S. Highway 14-16

Westhope Flying Service
Airport only a block from the most Fashionable Hotel, Cafe and Theatre in North Dakota
Aeronca Sales & Service
DUANE HINGST, Operator
Westhope North Dakota

YOUR U. S. & CANADA PORT OF ENTRY
30 & 31 OCT. GAS - - 24-HOUR SERVICE
FORT PEMBINA AIRPORT
PEMBINA, NORTH DAKOTA

PILOTS—When in Dickinson, North Dakota
FINE FOODS - REST and the famous CORRAL BAR at the
ST. CHARLES HOTEL
PHIL RAY, Prop
ADVERTISEMENT

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Editorial

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INTEYRARY FOR OCTOBER, 1948

Oct 5—Tues .... Municipal Airport, Devils Lake, N. D .... Flight, Written and Aircraft
Oct 6—Wednesday .... Fort-0-Minot, Minot, N. D .... Flight, Written and Aircraft
Oct 7—Thursday .... Wright Field, Williston, N. D .... Flight, Written and Aircraft
Oct 12—Tuesday Municipal Airport, Grand Forks, N. D .... Flight, Written and Aircraft
Oct 13—Tuesday Municipal Airport, Jamestown, N. D .... Flight, Written and Aircraft
Oct 18—Wednesday Municipal Airport, Bismarck, N. D .... Flight, Written and Aircraft
Oct 19—Thursday .... North Field, Dickinson, N. D .... Flight, Written and Aircraft
Oct 25—Tuesday Municipal Airport, Detroit Lakes, Minn .... Flight, Written and Aircraft

Written examinations may be taken Monday through Friday of any week at SH Walker Building, Fargo, North Dakota. Aircraft Inspections and Flight Tests at Wright Field, Fargo, North Dakota, may be secured by appointment only.

Fourth Region

Oct 4—Mon Municipal Airport, Huron, S Dak .... Flight, written and Aircraft
Oct 10—Mon Municipal Airport, Huron, S Dak .... Flight, Written and Aircraft
Oct 16—Thurs Municipal Airport, Aberdeen, S D .... Flight, Written and Aircraft
Oct 18—Mon Municipal Airport, Huron, S Dak .... Flight, Written and Aircraft
Oct 23—Thurs Rapid City, S D .... Flight, Written and Aircraft
Oct 25—Mon Municipal Airport, Huron, S Dak .... Flight, Written and Aircraft

FOR OCTOBER, 1948

COMMERCIAL PRINTING CO.

Printers, stationers, mimeographers.

Bismarck, Phone 300

FOR OCTOBER, 1948

PAGE THREE

CIVIL AERONAUTICS ADMINISTRATION

Third Region

Gentlemen’s Corner

This month, before we adumbrate of feminine beauty, we have MISS BABBARA LOOMIS of Fargo, North Dakota. While all the younger men ogle at the above picture, I shall give with the vital statistics. Miss Loomis is the Squadron Adjутant with the rank of 1st Li. of the Fargo Civil Air Patrol. She is 22 years of age and a member of the Fargo Flying Club. As a hobby she enjoys photography and for the past two years has been a student at N D A C. The Fargo Flying Club now owns a Piper J-3, but Miss Loomis prefers the Aeronca Champion. She has her private license and is pushing the 100 hr mark. In a more competitive hobby she builds and flies Solid and Gas model Airplanes (Fargo Tower, Fargo Tower—This is N4071V Landing Instructions—Over). WHEN THE WEATHER IS HOT—DO NOT COOL OFF ON SAFETY

The judge had given the culprit a dressing down and suspended his pilot's license for two years because of low and reckless flying.

"Your Honor," protested the accused, "I use my Plane in my work. My living depends upon my Flying.

"Quite true," retorted the magistrate, "but, unfortunately, so does the Aviation Industry."
FIVE AND ONE HALF MILLION AIR MILES PER FATAL ACCIDENT

North Dakota private aviation checked on approximately 3,900,000 air miles so far during 1946. Airfield accidents have accounted for seven fatalities, five of which were residents of the state, and two were non-residents, who were in route from Alaska to New York.

Five and one half million air miles have been flown in North Dakota for each fatal accident occurring during 1946 up to the present time. According to Harold G. Vavra, Acting Director of the state Aeronautics Commission, analysis of the North Dakota accident report reveals the following:

Two fatalities in two separate accidents were caused by private pilots flying instrument weather conditions, snow, and low ceilings during the last winter. The accident in each case lost control of the aircraft resulting in a fatal accident.

One fatality in an accident due to the pilot accidentally striking the aircraft while in a steep turn.

One fatality in an accident brought about by a pilot intentionally engaging in low and reckless flying. The aircraft struck telephone wires resulting in the fatality.

Two fatalities in one accident due to the pilot conducting an instrument landing at the airport traffic pattern. Two fatalities occurred and the aircraft struck a steel beam tower in a steep banked turn.

One fatality in an accident in which the aircraft involved had not been determined.

Six of the seven fatalities were aviators within the age group of 17 to 22 years. One fatality was in the age group of 32 years.

It is interesting to note that the 17 to 22 age group presents with aircraft, more or less coincides with the high accident rate of the 15 to 24 age driving motor vehicles. The age group accounts for the greatest number of aircraft field accidents and according to the National Safety Council official reports to civilian aircraft, private into and flight instructors Vavra said the state Aeronautics Commission desired to further promote air safety through distribution of local air safety posters designed to warn aviators of the results of careless flight planning and low reckless type flying. Vavra said the CAA Air Safety Bulletins such as "Small Field Traffic," "Runway Shanks," and others should be distributed to all registered North Dakota aviators.

It was pointed out that local promotion of aviation could be greatly improved by cooperation of the local airport management with local newspaper with the aid of publishing a news column devoted to local aviation activity. The Minneapolis Tribune was pointed out as an example of local newspaper cooperation with the airport management in the printing of the column "Air Lions" which is devoted to local aviation news.

CAA FLIGHT EXAMINERS MEET

A meeting of flight examiners and representatives of the CAA was held August 31, 1946, at the Research Municipal Airport, Don Thompson, Senior Aeronautics Inspector for the CAA served as moderator of the session. Twenty-five instructors and flight examiners were present for the meeting.

Don Thompson discussed the issuance of student pilot certificates by private and commercial pilots followed by a review of Civil Air Regulations Parts 23 and 60. The importance of full compliance with the CAA when conducting flight tests was stressed by Thompson. The group reviewed the CAA pertaining to visibility and proximity to clouds minimums, proper flight altitudes inside a control area and crossing altitudes outside of control areas.

Harold G. Vavra, acting director of the North Dakota Aeronautics Commission, told the group that the subject of "Air Safety" was of utmost importance to aviators.

NASAO ANNUAL MEETING

The National Association of State Aviation Officials will convene October 6, 7 and 8th at Boston, Mass., for the NASAO annual convention. Reports will be heard from the various committees pertains to new legislation, airport engineering, weather data, the age group 15 to 24 also accounts for the greatest number of motor vehicle fatal accidents.

It is in the belief of the Aeronautics Commission that the fatal accident rate involving aircraft can be reduced 10% in North Dakota if the state pilots will abide by both the state and CAA flight rules and regulations. About 95% of the fatal accidents during 1946 have been brought about either by intentional or unintentional violations of rules and regulations which have been designed for the safe operation of aircraft.
Tailwind Tattler

**Cessna is OUT IN FRONT**

Cessna's sales for August as they delivered 175 airplanes. Piper dropped 181 sales over the month of July. Piper and Cessna have been running almost neck-to-neck as Piper sent 300 airplanes overseas.

Secretary of the Air Symington reports that steps are now being studied to allow flight instructors that are members of United States Flight Instructors Association to qualify for reserve training. Membership in the USFIA is only $10.00 and members may be had from Wm. Commanders Dunn McFall of Spearfish, S.D. or Carl Thompson of Dickinson, N.D.

**REIDELL EDITION** of Stanley, N Dak became the first student on a six-year Crosswind Landing Gear in North Dakota. Mr. Reidell is a new proud owner of a Cessna 140. He is a business man in Stanley.

**AT REQUEST OF THE AVIATION OPERATORS** the DAKOTA FLYER has been printing a series of safety articles. Thanks to W.H. Kidd, the articles have been carried for the past five months.

**HAVE YOU AND YOU sent in your subscriptions for the DAKOTA FLYER?** Letters are pouring in and every body is enjoying it. Don't miss a single copy. Your interest is essential.

**Out at KLAMATH FALLS, OR, approximately 30 airplanes have been buzzing grain fields in an attempt to frighten hungry migratory ducks away. One of the planes is equipped with an Air Morn to scare the ducks now getting restiveness about ordinary aircraft.**

**has been done and settlement has not been made.**

At 6:30 p.m. there will be a banquet. All persons that wish to attend are urged to send in their checks for $10.00 per person to Mr. Harold Vavra, c/o Aeronautics Commission, State Capitol, Bismarck, North Dakota.
"Hello Ladies!" Although I have already answered your letters, I want to thank you again now for the friendly encouragement and assurance which has been extended to this page recently. Since several women seem to like the idea of a women's club, which I spoke of in the August issue of the Dakota Flyer, I feel that we should take some more definite steps toward organizing.

For those that did not read the August issue of the "Dakota Flyer," I will briefly go over the plans thus far. The women pilots and the wives of pilots in North and South Dakota are discussing tentative plans for forming a club which would not only enable us to get better acquainted with one another, but would also prove beneficial in giving us additional aviation knowledge.

Below is a blank for pre-registration. It will not give you your membership as it is only a temporary survey to give me a way of knowing how many of you are interested. I hope it will be all you after we compile the results we will be able to take further action. The number we want women pilots, wives of pilots, and aviation enthusiasts, so please fill it out and mail it back.

There are many species of widow—Black widow, green widow, and such. But there is one kind of widow you don't hear about so much.

I refer to the Airport Widow. She's a little-known variety. She's an airport operator's wife, charming herself of society.
"Aviation Information"
Prepared for you by F. Trumbauer
Assistant to Regional Administrator
For Regional Pilot Development

"AIRSHIP MAINTENANCE"
Airplanes Must Correct the
Cause of Trouble, Not Merely Re-
Here the Symptoms — Headaches
commonly frequent in the past
without removing the cause The
pilot who is satisfied with uphill
barely sufficient to keep his plane
operating will find himself in seri-
ous trouble

An accident at a Michigan air-
port a few months ago illustrated
the dangers in flying a plane which
has not been kept in the best op-
erating condition Before taking off
the pilot spent an hour talking about
the field and revving the en-
gine, which did not develop full
R.P.M. He took off after an ab-
normally long run and reached an
altitude of about 100 feet. The en-
gine began backfiring through the
warburton and, while the pilot was
trying to reach a wheel field for a
landing, the plane settled to white
in a few feet of the ground. The
left wing struck the branches of
an apple tree and the plane came
to rest on the nose

An A & E mechanic had warned
the pilot regarding the condition of
the engine, and it was reported
that the pilot had replaced several
parts with ones made in a garage by an
unknown mechanic

The C & B report stated that the
probable cause of the accident was
sloppiness of the pilot in at-
temting flight with an engine
which he knew was not in an air-
worthyc condition

"EYES THAT SEE NOT"
A blind man doesn't work an air-
plane, because he knows his limit-
ations. A blind pilot can't fly, but the
pilot who is half hmaire by a dirty
windshield or poor nun glasses
not realize that he cannot see

The C & B report on an accident in
Virginia last fall stated: "The windscreen was discolored and
checked at the time of the ac-
cident by a light film of oil, reducing visibility to a great
extent. Neither the instructor nor
his student saw a 10 foot tree until
it was too late to avoid it.

Airplane on Ranch
A Useful Machine
The beloved family jalopy is get-
ing some tough competition from
the airplane in the range country
of South Dakota. On an inspection
tour, I visited the ranch home of the
late John family, seven miles
south of Brookings, in the north-
ern section of the state. I found
that Mr. John sheet the children to school and
back each day and that his
airplane was one of the most valu-
able pieces of equipment on the
place Mrs John is also a capable
flier. During the visit I discovered that
at least 20 other ranchers around
Brookings plan to buy planes and utilize
them in their daily work. The
same situation was found at a
near Buffalo and Bison where planes are of much assistance
because the distances between
points are so great.

One incident that impressed me
was the fact that John flew down
to Dakota one day (about 750 miles)
and in an hour and a half arrived at
the airport there. The plane was
flying at an altitude of 300 feet
so close to the ground that one
could see the ground plane in the
sky. This plane was also one of the
first to be sold.

JCC Sponsors
Breakfast Hop

Eight planes from Pierre partic-
ipated in a jalopy-sponsored "breakfast' flight to Mobridge Sun-
day morning.

In the group were Dr. and Mrs.
T. F. Cowan, Dr. and Mrs. Gutherie,
Mr. and Mrs. Bert Lappe, Dr. and
Mrs. Adron Keyes, Dr. and Mrs.
Rosey Hart, Paul Inman, S. F.
Jarske, Ruth Bouson, and George
Simpson.

The group took off from Pierre
airport at 8:40 and landed at Mo-
bridge at 9:40. At the Mobridge
airport they were met by Warren
Kel-
ley, A. G. Wehseher, Art Cissell,
and Pat Denler, who took the group
at the American Cafe for breakfast.
Following the breakfast the group
landed at Gettysburg airport en-
route home They landed at Pierre
about 2 o'clock p.m.

The group decided to have one
breakfast flight a month which will
be arranged by the aviation com-
mitee of the Junior Chamber of
Commerce

FOR OCTOBER, 1948 PAGE SEVEN
We'd Like You . . . To Meet

Howard Henry of Westhope, All-Party candidate for Governor of North Dakota on the Democratic ticket, is one of our state's leading aviation enthusiasts. He pilots his own plane, a Navion, and it was largely through his efforts that his home-town of Westhope now boasts of one of the finest small town air ports in North Dakota.

Starting his training in 1946, he was the first pilot trained at the Westhope air port and now has over 600 hours of flying time to his credit. He is squadron commander of civil air patrol of Westhope, and is also a lieutenant-commander in the state wing of the civil air patrol at Fargo.

He is a member of the Flying Farmers of North Dakota, serving as their vice president in 1947 and as secretary-treasurer in 1946.

Mr. Henry feels that one of the vital needs of our state is the development of air ports in the smaller towns and villages, as in the near future, a town without an airport will be like a town without a railroad. The use of airplanes for spraying and the control and eradication of weeds and plant diseases is quickly coming into use, and the time is not too far distant when farmers will include an aeroplane as a "must" in their farm equipment list and must be trained to fly.

Kenmare Meet

Forty-five airplanes and over 3,000 spectators met at Kenmare on September 19th to witness a local Air Show. A regale display of acrobats were flown by Dawane Larson of Ft. Clark and Bob Owens of Sherwood. A balloon hostess contest by Walter Dahland and Chuck Fenstermacher was very entertaining. Walter Colby of Stanley and Eric Larson put on a coyote shoot demonstration, and Joe Engels of Minot took honors in the drunkedriver act.

Ervin Larson of Stanley won the landing contest, and Mr. Ratzey of Minot won the shortest take-off contest.

America's Personal Plane - Aeronca

DAKOTA AVIATION COMPANY

Aeronca Distributors

HURON, SOUTH DAKOTA
Dakota Air Fair

Of special interest to the spectators at the Dakota Air Fair was Hal Ladwig and his famous broken-back Cub. The Air Fair was opened as Hal landed his Cub on the World's smallest Airport, on top of an automobile.

BY JIM BASHAM

It was a complete success was the general comment of the DAKOTA AIR FAIR sponsored by the Lemmon Junior Chamber of Commerce and held in Lemmon, S. Dak on August 29.

One hundred and thirty-three aircraft participated in the mammoth breakfast flight on that morning. The Lemmon Lion's Club assisted by the AOPA served eggs, bacon, coffee and rolls to over two hundred pilots.

Personal invitations were sent to two thousand North and South Dakota pilots.

The Air Forces sent a squadron of B-29's from Rocky Hill air field, Salina, Kansas. This squadron swooped low over the Lemmon Municipal Airport at 12 30 P. M. as a preview to the show which started at 3 30 P. M. with dedication of U. S. Skyway Marker 46 by members of the Lemmon Civic Association.

A K. Rosewarne's World Air Show presented the airshow featuring Ray Yumma, Hal Ladwig and Ray Henn. The show was well received by the visitors.

Lt. Col. Joe Foss and the South Dakota National Guard presented a demonstration of fighter tactics at 2 P. M. The Bluebirds from the National Guard maneuvered over the field for a full thirty minutes.

An estimated fifteen hundred cars were parked within the airport boundaries.

Music for the air show was under the direction of Norman European George Pagan, General Chairman for the JAYCEE DAKOTA AIR FAIR, and Ray Kolb, Manager of the Municipal field, stressed safety throughout the day and not a single mishap was recorded either in the air or on the ground for that day.

Aircraft started arriving from South Dakota, North Dakota, Nebraska, Montana, Wyoming, Minnesota and one from Wilmington, Delaware as early as 8 a.m. and continued to arrive until 1 p.m. when the field was closed to normal traffic.

As the ships landed, they were directed to the gasoline pit where they were welcomed to Lemmon from this point, jeeps led them to the parking space and automobiles took them to the registration point and thence to breakfast.

IN GRAND FORKS

Phone

777 Taxi

All Cars Radio Controlled

777 Cab Co., Inc

RYAN HOTEL

PILOTS

Your Home Away
From Home

• DACOTAH HOTEL
• LOUNGE
• JOHN WARD

RESTAURANT

PHONE 1900

Grand Forks, North Dakota
VALLLEY CITY, North Dakota, was the site of one of the finest Air Shows in the upper midwest as Pro-
ducer Ray J. Dunn brought in an
other 2-hour show for his second appearance in Valley City. The Ti-
gers Trio included: Major Art Da-

\[ \text{Valley City N. D. Air Show} \]

thrills at the Valley City Air Show was a delayed parachute jump by Red Grant. This attraction was a
terrible tragedy. "Red" was taken to an altitude of 5,000 feet by Bob Miller. After a drop of 2,000 feet he found his parachute would not
open. On opening of his emergency chute, his descent was more rapid by some of a two-foot rip in it. He
landed about one-half mile short of
\[ \text{RED GRANT} \]

\[ \text{GOVERNMENT IN BUSINESS AGAIN?} \]
\[ \text{VOTE NO} \]
\[ \text{ON AMENDMENT NO. 1} \]
\[ \text{MUNICIPAL LIQUOR STORES} \]

\[ \text{Support Private Enterprise When You VOTE NO} \]
\[ \text{Placing the liquor business in the hands of local} \]
\[ \text{politicians would introduce the evils of graft,} \]
\[ \text{machine politics and incompetence.} \]
\[ \text{LIQUOR AND POLITICS DO NOT MIX} \]
\[ \text{Private liquor industry spends $20,704,222 annually for} \]
\[ \text{taxes, for licenses, for homes and for living expenses} \]
\[ \text{Any possible profits would not offset losses to your} \]
\[ \text{community} \]
\[ \text{Don't throw thousands of men and women} \]
\[ \text{out of work. Many of them are veterans. HELP} \]
\[ \text{PROTECT JOBS FOR NORTH DAKOTANS.} \]
\[ \text{You will protect private industry, keep liquor out of poli-
tics, save jobs and CONSERVE TAX} \]
\[ \text{REVENUES WHEN YOU} \]
\[ \text{VOTE NO} \]

\[ \text{Political Advertisement Sponsored and Paid for by the Committee} \]
\[ \text{for the Protection of Private Enterprise} \]

\[ \text{FOR OCTOBER, 1948} \]

\[ \text{PAGE ELEVEN} \]
Vote Republican - Tuesday, Nov. 2

Re-Elect Gov. Fred G. Aandahl

Political Advertisement Authorized and Paid for by Republican State Central Committee, A. H. Bergeson, Campaign Manager

Cruising Around Our Airports

LEMON AIRCRAFT CO and the JAYCEES did a swell job on the airshow at LEMON this month. There was a fine turn out, and the show was delayed because of the large crowds. At FARGO, I had the privilege of my life when shortly after I landed a young man offered me a ride to town. SEE HE! THESE TAXIS ARE ROBBERS! Thanks for the lift. horn! Sorrows will always run a good thing in the ground. That fine Plymouth courtesy car over at EDDY FLYING SERVICE no longer had a comfortable back seat. Courtesy of some careless driver and a free cigarette. Over a NEW ROCKFORD the field sun excellent shops and 2 two old Aeronca's like us back to the days when there were but few airplanes in the Dakota. Taking a look at MINNOW the airport it is most conveniently located south of town where the visitors and farmers park their airplanes and stroll into town. WESTERN FLYING SERVICE at WINCHESTER is building a new modern shop, what a nice location for an Approved Repair Station. TIGERS AIR SHOW put on a free display of precision firing over at VALLEY CITY. But ground control of the vixters could have been improved considerably. BAX AVIATION at DICKINSON now has Goodyear crosswind landing gear on two of their demonstration, a Cessna 148, and the new four place Cessna 190. Crossings into Mohan I found the service at the gas pit fine, but no windshield wiper's. On the way to town the cable had a co-pilot that showered me with candy wrappers and poppy seeds. The finest restaurant in town was the Berton Cafe, where the beautiful waitresses bragged of the cafe and promptly brought me a cold bowl of chili. Oh well, the prices were reasonable. I'll never forget the time down south. I had to sell my airplane to pay for the hotel room.

JC's Sponsor Air Marker

The Bismarck Junior Chamber of Commerce Aviation Committee head- ed by Tom Marking have sponsored an air marker for Bismarck. The North Dakota Aeronautics Commis- sion in operation with the CAA, Chicago, have supplied 8 gallons of aluminum paint and 2 gallons of yellow traffic paint for the Bismarck JC project. The same Bar- maret is being painted with 16-foot letters along with an airport direction symbol and the latitude-longi- tude as spaced by an arrow point- ing north. The air marker will al- ways include the new Skyway No. 2 identification which is the official skyway extending from Seattle, Wash., to Boston, Mass. The JC's are putting forth the manual labor on the actual painting of the sign. The Bismarck JC's are to be congratulated for their tire efforts in getting this project under way. The Aeron- autics Commission will be happy to co-operate with other communi- ty cover groups who are interested in the air marking of their town.
Urges Airplanes for Use on Farms

COLUMBUS, O. — America's Farming Farmers were told Friday that the use of the airplane in farming offered more chances for profit than any other activity.

D. W. Rentzell, administrator of civil aviation, cited the rapid growth of the airplane as a farm implement in spraying, dusting, seeding, cotton defoliation, pipe and power line patrol, and cattle checking, and said in a speech prepared for the Flying Farmers' third annual convention:

"Today the places engaged in these activities are standard craft converted for special uses. It is inevitable that soon we will have airplanes designed and constructed especially for such agricultural uses."

"Even now, some operators are planning use of aircraft as big as DC-3's (two-engine transports) for weed control over vast areas of the northwest. For many uses in spraying and dusting, the helicopter is particularly suited and it is being given new jobs right along.

"There are more possibilities for profit-producing business in the use of the airplane in agriculture than in any other activity today. And its benefits upon our national economy are such that all of us should join in promoting industrial flight aggressively."

Thus, Rentzell said, will help airport operators, plane makers, find companies, and labor.

"In addition," he continued, "will come revolution in the raising of American crops upon which the world now is depending for its food."

Ocean Flight Offered As CAP Prize

A flight to England as a guest of the United States and British air forces will be the prize for the winner of the Civil Air Patrol-sponsored aviation course offered junior and senior in North Dakota high schools.

Seem prize will be a flight to Canada under a similar arrangement with the RCAF, and third prize will be a $500 scholarship which the student may use to obtain flight instruction.

Col. Iven A. Myhre of Farming commanding the North Dakota wing of CAP, made the announcement. The prize is offered in each state. England and Canada, in turn, each is sending 60 pupils to the United States on exchange.

The air-flight courses offered in North Dakota high schools are elective and are approved by G. B. Nordin, state superintendent of public instruction. Last year 32 North Dakota schools offered the course and several hundred students participated.

Price Increase on Ercoupe

According to recent statistics, the U.S. Dollar is today worth only 80.4 of the pre-war dollar. Consequently, the cost of food, clothing, automobiles—oh, almost everything, has doubled. One exception has been the light airplane. Before the war, the Ercoupe, without trimmings, sold for $2,200.00.

This year the Improved Ercoupe, with two-way radio and many other "Deluxe Features" has been selling for $3,500.00, which is equivalent to $1,250.00 by pre-war standards based on the $4.00 radio.

We have tried to keep the prices down, but find that we must increase the price in order to maintain the high quality of the Ercoupe. Effective September 30, 1948, the Model B Ercoupe will be sold at $3,700.00. FAF Brockdale All orders with deposits received prior to September 31 will be filled at $3,600.00.
Classified Ads
The Closing Date for All Ads—20th of Each Month
Rate: $1.00 Minimum Over
FOR SALE—Stinson Station Wagon
186 horse power, 750 hours total, 100 hours since major. Clean. Only
$2,465.00 Western Flying Service
Phone 95, Winter, S Dak
FOR SALE—1947 Piper Super Cruiser 200 hours total, clean. A
used for only $1,101.00 Western
Flying Service, Phone 95, Winter, S Dak
WANTED—Good light plane Pre-
for 1946 Aerovox Champion Leo
Calby, Beres, N D
FOR SALE—1942 Aerovox T A W
Recovery in '46, Flyway for $550
Glen P Larson, Regent, N D
FOR SALE—Stinson Station Wagon
$2 box Stocky new condition
Privately owned, priced to sell at
$1,895.00 Linton Hopkins Green-
head, Minnesota

Honeymooners
Vacation in N. D.
Mr and Mrs Duncan W Malvern
were married on Sept 1, at Oakland.
they had little time for their honey-
moon. The problem was solved how-
ever by making the 500 mile trip
in their Cessna 140. The aircraft had
all the trimmings of any newlywed
automobile, Mr Malvern was not to
greatly concerned as how he was
going to shine his airplane again
The Malverns visited Mr and Mrs
Hilford Rorvik of Dickinson and
then continued their trip to the W
D Dunlap Ranches in Breakway,
MONTANA

Keep Clear
Sponsored Monthly by the
North Dakota Aviation
Operators Association
When you carry a deadly weapon,
you must keep it pointed away
from people. Propellers are deadly
weapens and it is the pilot's duty to
see that no one gets hurt. Circumva-
sions of the propeller may result in
heavy damage claims by the victim
or his heirs.
Out in Wyoming a few months ago
a truck driver gave a pull on the
propeller of a plane to see how it
fell. The engine clanked into into
action and the propeller clashed off
three of the truck driver's fingers
Some one left the ignition turned
on.
The pilot must remember that spin-
ing blades are difficult to see and
passengers make no effort to keep
clear. People quickly forget words
of caution and the pilot must keep
watch to see that passengers always
approach a plane from the rear
W H Rodda

IT'S GREAT TO FLY
It's great to be up in an airplane
Up there among the cheesy clouds
Up there you escape the cars and
pass
Of the city's busy crowds.
Up there you're not being looked at
By God;
Your free from the earth below,
You're free from the tail of the fur-
roved soil.
And you go where you want to go.
It's fun to be a trump of the sky,
A pilot of your own;
And see all the nations as they pass
you by.
And the oceans you have flown.
Yes, up there in the despond blue
A man is really free
Up there all the dreams you've had
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